

HANNIBAL DAILY JOURNAL.

TERMS OF THE DAILY JOURNAL.
In Advance, \$3 for three months.

O. CLEMENS, EDITOR AND PUBLISHER.

WEDNESDAY EVENING, MAY 4, 1853.

TERMS OF ADVERTISING
IN THE DAILY JOURNAL.
First insertion, Five Cents a Line;
Each insertion afterwards, Two and a Half Cents a line.

Advertisements will be published from six to twelve days at Two Cents a Line for each insertion, including the first.

PLANK ROAD FROM PALMYRA TO SCIPIO; (OR TO HANNIBAL, VIA SCIPIO.)

We understand that the friends of this measure have obtained about \$7,000 in stock, and intend appealing to the county for aid. We are glad to hear this. The citizens of Hannibal will readily vote for a county subscription of stock, and will individually subscribe liberally.

The title of the road, as inserted in the Articles of Agreement, is the "Philadelphia, Palmyra and Scipio Plank Road."

The river is in fine boating order now, and this trade is well stocked with boats. Maj. Jox. Bowen, the most popular clerk on the river, is on the Jeannie Deans—and we therefore recommend this steamer to the favorable notice of the traveling public. The Keokuk packets are doing an immense amount of business. See their card in another column.

The Mayor of Booneville has offered \$100 reward for the apprehension of Andrew Ramsay, who fatally stabbed Wm. Cartner with a knife at a dram shop in that city on the 19th inst. A dispute occurred between the parties about some gambling copartnership. Ramsay is by birth and Irishman. Cartner leaves a widow and five or six children.—Brunswick.

From the San Francisco Whig and Advertiser, April 1.

Burning of the Independence!

Terrible Scene on the Beach!

Interesting Particulars by Dr. Torbett.

(Conclusion.)

The progress of the boat was watched with eager eyes by the assembled multitude on board the ship; but, as some of the sailors on board had predicted, she was swamped by the surf, the line was lost, and the venturers, with their boat, were thrown upon the beach, the two men barely escaping with their lives. A second boat was now lowered and manned by volunteers from among the firemen, who, we do not hesitate to say, have shown themselves the most noble hearted and heroic of men by their fortitude and courage through the terrible scenes which followed. These brave fellows reached the shore and succeeded in making a small three inch hauling line fast to a projecting rock, which was at once hauled taut by those on board.—The precise object of this line we do not perceive, as it seems that immediate use was not made of it, and the third boat was lowered by order of the captain; this boat was put in charge of Capt. Steel, an experienced shipmaster, who was a passenger on board. During this time the ship remained immovable, the surf striking her in the stern and perhaps tending to set her firmer into the sand. The third boat having been lowered, it was found that she was half full of water and of no service, unless bailed out, and Dr. Torbett sprang into her for that purpose; this effected, six ladies were passed down into the boat, among them were Miss Conway, Mrs. Hayley, Mrs. Seymour and Mrs. Coote; there were two other ladies whose names we have not learned; the boat rode the first breaker, but was filled and swamped by the second, and those already on shore rushed in to the rescue of the ladies and dragged them on to the beach. Dr. Torbett was in this boat and gaining the shore turned toward the ship at the cries of terror proceeding from her and beheld the quarter deck enveloped in flames.

And now ensued one of the most harrowing scenes ever recorded in the history of shipwreck; the flames leaped rapidly across the after part of the ship driving the masses before it and dozens sprang into the water and were seen struggling in the surf. All the boats were now gone and it was impossible to regain the ship from the shore or to render any succor whatever; dreadful cries and screams preceded from the ship which, mingled with the rearing of the sea; the crackling of the flames and shouting of those on shore, who could only gaze helplessly on the sight, must have been an era of terror in the lives of those who beheld it from the beach. As the flames advanced forward the unhappy victims were forced into the sea, and every surf came freighted with corpses or exhausted half drowned men, women and children. Such a scene has never before been witnessed on the Pacific coast. To add to the excitement the flames had now communicated to the powder magazine, which exploded tearing the run and

stern to pieces and splintering all that portion of the ship; the two guns surrounded by the flames, also sent their solemn booming over the scene. Those who were fortunate enough to get within reach of their friends on shore were dragged half dead out of the reach of the surf, while others were swept around the stern of the steamer or out to sea, there being a strong current making seaward from the ship. At one moment not less than thirty corpses and bodies of the dying were in the edge of the surf, some of them divested of clothing. Out of a party of eighteen Jews who were on board sixteen perished from the weight of coin, it is supposed which they attempted to bring with them through the waves. The outward current above mentioned carried off numbers of persons who were good swimmers, or floated, who would otherwise have been saved; several women thus floating were swept away, the baggage such as would float, also went out with the ebb; none of it was saved by drifting to the shore.

We have spoken above of the manly conduct of the sailors, firemen and coal-passers. Some of these noble fellows, disregarding their own danger, seized little children in their arms, or lashed them to themselves and attempted to gain the shore; several are known thus to have sacrificed themselves. We have no space or heart to insert the numerous affecting instances of courage and self-sacrifice of which we have received accounts. Among the most conspicuous is that of Mr. Tait, of Sacramento, who lost his life attempting to save a son of Mr. Watson.—They came ashore together, both drowned.—One of the firemen brought a beautiful boy ashore to his mother who had just been washed to the beach; her husband and two children were drowned, and she supposed this child had shared the same fate; the meeting may be imagined.

The Purser of the ship, Mr. Jas. Freeborn, remained upon the deck until driven off by the fire, when springing overboard he clung to a floating spar, and was washed ashore insensible; he was resuscitated, but barely escaped with his life, being attacked with a violent fever.—There is one fireman, known as Tom Sawyer, a wild, reckless scamp, but whose faults, be they what they may, should henceforth be forgotten; the brave fellow, entirely stripped, went to and from the wreck four times. He is only nineteen years of age. After the third time, and when nearly exhausted with his exertions, he learned that the chief engineer, Mr. Collins, was unable to swim and likely to drown; he immediately started off again through the surf with a life-preserver, fastened it around the helpless man and accompanied him to the beach; he was also instrumental in preserving the lives of several others.

Most of those ashore were too exhausted to render assistance to those beating about in the surf. People ran about the beach perfectly frantic; one party attempted to launch a boat to reach the steamer, but was overwhelmed by the surf, and this accident intimidated others, so that it was impossible to muster the requisite force to launch a second. Meantime, the ship had become a living mass of fire; the heat was intense, even on the shore, and every moment the beach received new accessions to the list of dead and dying. The scene was truly harrowing, and when, at last, the steamer was a charred and smoking hulk, her stern lifted, and she swung heavily round and went up broadside on the beach.

Some few provisions were saved from the wreck, such as salt beef, pork, molasses, vinegar, a few tin cans of preserved meats and some cheese, but no water, nor was there a drop of water on the island, which we have before observed, was utterly barren and uninhabited.—The usual amount of suffering, particularly among the women and children, was experienced. During the first day, attempts were made by the survivors, after burying the dead, to procure water by condensing steam, but the experiment failed.

There were now some two hundred and seventy souls congregated on the beach, and they all went without tasting water for fifty-six hours; the salt provisions only aggravated their sufferings. Shortly after the scene we have described above, a party started for the neighboring mountains, and on reaching their summit they were enabled to descry Magdalena Bay on the mainland opposite, from which the Island of Margarita is removed some fifteen miles; here they observed four ships at anchor; they proved to be whalers busily engaged in frying out oil, while beyond in the vast panorama they discovered several small boats in full chase after a whale, for Magdalena Bay is resorted to by whales in the winter season. Observing this the party descended to the wreck, and the chief mate, the engineers, and a few others, slung one of the cannons of the Independence, dragged and lugged it with great toil to the top of the hill, and with what little powder they had, fired twice to attract the attention of the whalers; the boats, in their pursuit of the whale, had insensibly neared the eastern shore of the island, and were at once attracted by the discharge and the smoke against the clear sky. The sound was also heard by those on board the ship, and signals were observed to go up to the

mast-head, recalling the boats. While this system of telegraphing was going on between the shipwrecked and the whaling fleet, another party had taken an iron boat belonging to the steamer and carried it bodily across to the lee side of the island, and there launched it, to pull for the fleet; on their way they fell in with the returning whaling boats, who were obeying the signal to return.

The news of the wreck of the steamer and the dreadful sufferings of the passengers aroused all the natural instincts of sailor hospitality in the crews of the ships. Every boat was at once called into requisition—they were loaded down with provisions and dispatched to the scene of wreck; the assistance did not arrive a moment too soon; the women and children were completely exhausted by abstinence, and their sufferings by the deprivation of water were most acute. Purser Freeborn went on board the ship Omega, Captain Fisher, where every attention was shown him and his companions. Captain Fisher also sent directions that the sufferers should cross over to the lee side of the island, where boats would be in readiness to convey them on board the ships.

Among the incidents of the day after the wreck a child was born on the beach, and is now healthy and thriving; the mother was carried across the mountains in a hammock and even walked part of the way to the boats. Many of the passengers, especially among the females, suffered much for want of clothing. The dead were buried near the wreck. Heles were dug in the sand with boards, and each corpse received a separate grave. The number known to have perished is one hundred and forty, and as the graves number sixty, there were of course, eighty who were drowned or burned and whose bodies were not recovered.

We have not yet completed our list of those who were buried on the island, but notice among the names those of Mr. Lehman, of Missouri; Asa Kittridge, Waukegan, Ill., a lame man, name unknown, had a wife and child near Elizabeth, Ill. They had money on their persons, which is in the keeping of Mr. Brigham, at the office of the Vanderbilt Line. The body of Sener Larco, of Valparaiso, was not recovered. He was a Chilean gentleman of wealth and standing in Valparaiso; finding himself driven into the flames, he turned to a few who were about him and offered \$50,000 to any person who would assist him to save his life; but in such a moment none could think of the offer.—Seeing that his end was near, Sener Larco said: "Farewell! It is only once!" and plunged into the water; he was quickly drowned.

The body of Martin O'Meara, an Irishman, was also lost; he had many friends in New Orleans. Dr. Shaw, who was among the passengers, went back to Mexico by the way of La Paz and Mazatlan; he was carried out by the under tow of the surf beyond the steamer, but eventually reached the shore by incredible exertions. When he had landed he threw himself upon the back and wept like a child. After the Independence swung round broadside to the beach her coal took fire, and the sight will long be remembered by those who saw it. The mass of coal became thoroughly ignited, and seen through the blackened ribs of the the ship, it gave her the appearance of a gigantic grate of coal-fire. We shall furnish our readers with still further interesting particulars respecting the loss of the Independence in to-morrow's paper. We shall hold our columns open for communications from the passengers who may wish to make any statements concerning the affair.

We sincerely trust that this dreadful occurrence will be thoroughly investigated by the public authorities, as in the case of the Lexington, in 1838, and in that of the Reinder and Henry Clay, in late years. A large number of fellow beings have been suddenly cut off from existence by the terrible agency of fire and shipwreck. Of the cause of this lamentable disaster we are not yet prepared to speak. We hope, however, that in the investigation about to be made, nothing may be elicited to mar the confidence of the public in the probity of the Vanderbilt line, or the capability of Capt. Sampson and his officers.

The sacred trust of hundreds of lives imposed upon a shipmaster require on his part skill and ability. It is useless for us to disguise the fact, these are questioned by the surviving passengers of this steamer. Let us condemn or uphold the character of Capt. Sampson as the evidence shall dictate. In our opinion, want of honesty and the blackest corruption are not more worthy of reprobation, than a lack of those qualities that constitute the careful and experienced sea-captain. The destruction of the Independence is probably one of those untoward accidents which are liable to befall the carefulest seamen.

LIST OF PASSENGERS SAVED.

B. F. Harvey, Wm. Emery, J. S. Elwell, J. Caldwell, Wm. Pierce and wife, J. W. Collett, M. Barber, F. Baxter and wife, H. W. Aull, Wm. Bacon, A. Hemphill, D. Murphy, Wm. E. Elwell, J. Murphy, P. Sommers, J. T. Ventress, E. Elwell, Chas. Fish, H. B. Sutton, E. R. Drake, D. F. Bishop, S. Taylor wife and child, J. F. Kennell, H. Charles, T. S. Vaughan, W. G. Stokes, E. Light and wife, L. Nolan, G. W. Howe, B. F. Cameron, C. W. Coote and wife, A. F. Rogers, Mrs. J. B. Farr, Horace Farr, (boy,) Mrs. Seymour, Miss A. J. Weddell, S. D. Gilmore, E. G. Coor, E. Fleming, A. Richardson, F. Schell, F. Murphy, M. Furrey, E. Fular, E. K. Manning, J. K. Wiloughby, G. F. Davis, T. G. Rankin, J. A. Trothen, R. Collins, J. Scamild, Wm. Scott, B. Arndt, A. P. Lancaster, J. H. Ledley, H. H. Douglas, H. C. Babcock, John Crooks, J. M. Gotrell, J. Howard, A. Lincoln, L. Day, H. Gorton, T. Arnault, H. Mott, W. P. Lincoln, J. Cross, M. McDonald, F. P. Tinner and wife, H. Taylor, M. Davidson, Geo. Poshin, F. Muffin and child, L. C. Sotton, Joe Fleming, C. D. Bellows, W. G. Spots, M. Denham, L. P. Dexter, M. Van Lann, H. S. Greenfield, C. P. Patterson, J. Guignon, David Hazeton, R. Gittings, Kendall, Obid Wood wife and child, T. E. Miner, W. S. Babcock, Mrs. E. Ingalls, Mrs. Blofield, Mrs. Bolle and two children, Miss F. Hauber, Mrs. J. Maher, and child, C. O. Hall and child, John Downard, J. F. Hollis, A. M. Dunham, Robert Stiggle, Horace Simms, Mrs. R. Haley, Mrs. Dickey, Mrs. Sullivan, Mrs. S. Leaman and child, Capt. Jos. Steele, W. B. Haich, Dr. C. R. Cullen, S. H. Knowles, C. C. Hardy, H. Smith Jr., George W. Dapier, J. Stine, Anthony Fisher, O. D. Fisher, C. Gillmore, J. Hyer, J. H. Little, J. Parker, H. Straus, Robt. F. Stockton, J. Weaver, Thos. Robinson, A. Bettis, A. Seward, S. Robinson, N. Bacon, Julia Carrington (2 years,) Mrs. Schofield, Isaac Washington, Edw. W. Buffum, I. L. Grey, S. L. Porter, Joel Abbott, E. H. Newell, F. H. Whittemore, J. C. Parmenter, Cyrus Thayer, Chas. Fisher, L. Cook, W. Cory, L. P. Felt, Walter Chase, J. D. Nelson, J. T. Hallstead, Joel Hallstead, A. W. Turner, A. D. Turner, Jacob Brewer, W. H. Stables, S. Davidson, Wm. Bell, A. C. Bowers, L. C. Stevenson, G. Morris, John Bouchard, F. Gillmore, W. Harris, J. Larimer, J. J. Murphy, Isaac P. Smith, Ira Smith, David Finley, James Glass, B. Reinveight, J. M. Cole, Jos. Gorton, Wm. Holmes, E. Brown and child; Dr. J. E. Shaw; Jos. James; C. W. Tyler; R. R. Dickey; Wm. Borden; Joseph Green; John Brown; W. Whiting; W. Borden; D. Owens; J. S. Watson and wife; Isaac Richardson; Misses E. J. and Elsie Watson; Alfred Howard; Reuben Hatch; Geo. Kimball; D. M. Baker; H. J. Wheeler; E. Willis; C. W. Howard; J. Hixon; James Sanders; L. P. Fuller; H. Bruce; L. B. Cross; Wm. Andeau and wife; Lorenzo Sweep; Wm. Finch; Thos. Burgess; Peter Carter; A. Weatherington; J. O. Hale; A. F. Gillmore; Peter Cox; Wm. Lebalister; S. S. Paul; A. Parker; D. W. Byars; J. A. Nichols; J. E. Earnheart; Wiley Moore; J. W. Greenbank; Preston Simms; Jesse Cody; S. Burris; Wm. Tittle; L. Donnelly; Wm. Orr; W. Mascher; H. C. Richmond.

QUINCY.

What has become of that "one horse town with stern wheel prospects," and its Captain, John Wood? We have heard nothing from that quarter for some time.

Proceedings of City Council.

HANNIBAL, May 2d, 1853.

Present—Mayor Selmes; Councilmen Gano, Robards, Martin, Ruffner, Dowling, Brice, Westfall, Settles, Schneider.

Proceedings of last meeting read and approved.

Petition of Mr. Gayart, praying the Council to grant him tavern license, received and read. Mr. Gano moved that the petition be rejected. Ayes and noes called. Ayes, Dowling, Settles, Robards, Brice, 4. Noes, Gano, Martin, Westfall, Schneider, Ruffner, 5. Rejected.

Mr. Gano presented a petition of Gano, Bourne, Breed, and others, asking the city to pass an ordinance declaring Coontz street a public street over their land. Read.

Mr. Gano presented an ordinance entitled "An Ordinance establishing Coontz street." Read for information, after which the rule was dispensed with, and the ordinance read a second and third time—passed and ordered to the Mayor.

On motion of Capt. Robards, Resolved, That the Commissioner, under the direction of the Mayor, repair Market street.

The Committee on Claims reported the following claims for allowance:

Wm. A. Maddox, Sheriff,	\$49 25
Blakely & Smith,	6 00
Geo. Bacon & Co.,	5 73
Thos. S. Miller,	4 80
M. F. Brown,	19 00
C. L. Elgin,	3 00
Jno. Morris,	22 00
B. M. Hawkins,	3 25
M. P. Green,	32 50
L. Westfall,	76 00
Smith & Dick,	2 00
J. B. Brown & Co.,	6 10
Wilson & Bro.,	60
Jno. Garoy,	50 00
W. G. Oldham,	70
Sam'l Coleman,	26 00

\$306 93

On motion, the accounts were allowed, and ordered to be paid.

On motion of Mr. Settles, Resolved, That the Mayor be authorized to enter into contract with some man to grade Palmyra Avenue, at 15 & 4 cents per yard, and \$2 for Masonry, to be paid for, when completed, by city bond, payable 12 months after date, with 8 per cent. interest. Passed.